

9 Dead, 50 Hurt, as Three New Haven Trains Crash

REAR CARS OF WRECKED CONNECTICUT RIVER EXPRESS.



The view is looking west. The rear car, a day coach, was spun around and hurled clear across the four tracks. In it occurred most of the deaths and injuries. The next car, a sleeper, is shown at the right, resting against a steel pillar, which saved it from going down the embankment. The wrecking crane is about to lift the day coach in the search for bodies. Fortunately, no car went down the embankment.

ONE CAR SPLIT OPEN, IS TOSSED OVER A FREIGHT

Local, Running by Signals, Drives Into Express at Milford.

BAY STATE LIMITED BARELY ESCAPES

Blocks Worked Properly, Officials Find—Two New Yorkers Among Dead.

(From a Staff Correspondent of The Tribune.)
Milford, Conn., Feb. 22.—Nine persons were killed and fifty injured, many seriously, this morning, when a New York bound New Haven local, running past warning signals, crashed into the rear of the Connecticut River express, stalled in a cut near the Woodmont station.

Among the dead are W. R. Curtis, the engineer of the local train, officially known as No. 5. His death was instantaneous. With him in the list of dead is George L. Tourtellette, flagman of the express, who was crushed to death as he stood on the track frantically waving the red danger flag.

Most of the other dead and injured were in the rear coach of the express, a new steel car. As evidence of the high speed at which the local was running this car tonight is a mass of crushed and twisted metal. In the rear of the wreck the home signal shows at red, while the brakes on the wrecked engine are set hard, indicating that Curtis, sighting the danger signals, did all in his power to stop his train.

This car was flung around and into a freight moving in the same direction on the adjoining track. It was split open and landed on its side right across the four tracks. Freight wreckage and car wreckage were scattered all over the scene.

No Cars Down Bank.

Luckily no car went down the embankment. The sleeper next to the day coach on the express left the rails, but was saved from rolling over by a steel column of the overhead electric system. The day coach came to a rest at right angles to the rails and straddling all the tracks.

The primary cause of the wreck was the bursting of an air hose on the express. This train, which was three minutes ahead of the local when it passed Woodmont at 11:19, had been crossed over to the outside track so that a freight could proceed west on the inner track. This freight was passing, and John J. Kennedy, engineer of the express, was making repairs on the hose when the local, passing a cautionary signal 2,000 feet in the rear of the express and a danger signal 300 feet away, smashed into it, throwing some of the cars against the freight and blocking all traffic.

Bay State Saved by Few Yards.

Almost immediately the Bay State Limited, Boston bound, with 500 passengers on board, came hurtling along on the easterly tracks, across which lay a passenger coach. The engineer of this train, reversing immediately, brought his train to a full stop within a few yards of the wreckage and then slowly backed to Bridgeport. Had not this driver had his train under full control the worst wreck in the history of New England railroading might easily have resulted.

Signals Worked Properly.

That the signals were working properly was demonstrated almost immediately after the accident, for on the local train E. W. Chappell, an assistant engineer in the signal department, was a passenger. His tests, it is understood, showed that the installation was in order and functioning properly.

The engine, examined by G. W. Wildin, mechanical superintendent of the road, showed the brakes to be in good order. Wildin made the run to the scene of the wreck in a special engine and was on the ground thirty-five minutes after the crash.

The reports neither of Wildin or Chappell will be made public until the men are called as witnesses before Coroner Eli W. Mix, or the Connecticut Public Utilities Commission, which is now making an in-

TEUTONS PLAN U-BOAT RAIDS DURING DEBATE

Will Propose to Discuss Armed Ship Issue with U. S.

CONGRESS MAY WARN AMERICANS

Sentiment in Favor of Averting New Crisis with Germany Widespread.

(From The Tribune Bureau.)

Washington, Feb. 22.—Proposals to discuss a definition of defensive armament as applied to merchant ships are expected from Germany within a few days. Ambassador von Bernstorff returned to Washington today and indicated that he expected a communication from his government dealing with the situation.

The Lusitania case, it is understood, will be sidetracked while Secretary Lansing and the ambassador debate technical questions raised by Germany's declaration that armed merchantmen would be sunk without warning after February 29—one week hence.

It is Germany's belief that if the President can be drawn into a controversy over the technicalities of the armed ship question the sinking of such a vessel will not put her hopelessly in the wrong. Germany hopes to maneuver the controversy that news of the torpedoing comes first question among the American people will not be, what is the President going to do to avenge it? but, was the ship armed offensively or defensively?

Experience with the Lusitania controversy has shown Germany that as soon as technical and legal complications enter, every consideration of justice and right goes out. If the United States can be drawn into a controversy all danger of summary action will be past.

Discussion to Bar Satisfaction.

It is therefore apparent that if Secretary Lansing consents to discuss the new German decree not only is all danger of a "crisis" eliminated, but all chance of real satisfaction from Germany is dispelled as well.

The German contention will be that there can be no such thing as a "defensive" armament against submarines; that any piece larger than a rifle would make it impossible for a submarine to warn a merchantman, and that, therefore, it can only be assumed that enemy vessels which carry armament do so for the purpose of attacking submarines offensively.

Secretary Lansing holds that the right to arm for defense is guaranteed by international law. He is not sure, however, just where to draw the line between offensive and defensive armament.

Unless, therefore, Germany agrees to admit that armament may, in certain conditions, be carried on merchantmen, the two governments are without a common ground on which to begin their argument.

The right of individual shipmasters to protect themselves, while civilians in land are forbidden to offer resistance to an enemy, grows out of the difference between the law of seizure of private property on land and the law that pertains at sea. On land an enemy may not seize private property without indemnifying the owners. At sea private property is always subject to seizure without payment, and private individuals are therefore entitled to defend themselves, taking the status of combatants in so doing.

Question of Guns' Range.

It has been held in international law that defensive guns must be mounted so low that they are incapable of being used to be used during flight to prevent pursuit. In the case of a submarine, however, one shot might prove fatal, and this fact, Secretary Lansing believes, makes it questionable whether merchantmen may now carry guns having a range longer than the greatest distance at which a submarine could have a vessel effectively.

Germany has never admitted the right of merchant ships to arm even for defense. She has maintained that any armament at all gave the ship the character of a belligerent. It is recalled that Germany's first Lusitania note alleged that the Lusitania was armed, the inference being that if so she was not entitled to the immunities granted merchant ships.

The sinking of the Arabic, that "liars" would not be sunk without warning and the safety of non-combatants held in German quarters to be inapplicable to armed vessels. Germany never intended, it is declared, to exempt armed ships from attack.

Continued on page 5, column 1

JAPANESE FLEET IN MEDITERRANEAN

Accompanied by Great Number of Aircraft, Is Report.

Copenhagen, Feb. 22.—German newspapers print dispatches from Italy stating that a Japanese fleet has arrived safely in the Mediterranean with a great number of aircraft.

Two Japanese steamers have been torpedoed and sunk in the Mediterranean, the liner Yashika Maru and the freighter Kenkoku Maru.

On January 3 announcement was made at Tokio by the "Jiji Shimpo" that a squadron of Japanese warships was to be dispatched to the Suez Canal, presumably to protect Japanese shipping. The armored cruisers Kasuga, Tokiwa and Chitose were mentioned as having been assigned to this service.

ITALIANS CAPTURE TOWNS NEAR TRENT

Take Mountain Positions 15 Miles from Stronghold.

Paris, Feb. 22.—The Italians, after weeks of hammering at the Austrian positions with their big guns, have captured the mountainous region of Calio (Collo), in the Sugana Valley, and also have occupied the towns of Moncegno and Ronchi. By their new gains in the Trentino the Italians are almost within striking distance of one of their chief objectives of the war—the city of Trent—which lies, protected on the north, east and south by a line of forts, fifteen miles west of the captured region.

FRANCIS ACCEPTS POST AT PETROGRAD

Nomination to Go to Senate as Soon as Russia Approves.

Washington, Feb. 22.—David R. Francis, Secretary of the Interior in Cleveland's Cabinet and ex-Governor of Missouri, told President Wilson today he would accept the post of Ambassador to Russia to succeed George T. Marry, who has resigned. His nomination will be sent to the Senate as soon as inquiry can be made of the Russian government as to whether he is acceptable.

Mr. Francis called on the President with Senator Reed, of Missouri. He will confer with Secretary Lansing about his duties. Mr. Francis was offered the post of Ambassador to Argentina early in the present Administration, but declined because of the press of personal business.

BIG GUNS THREATEN TO CLOSE SCHOOLHOUSE

Cannon Tests Crack Ceilings at Coney Island.

Unless Uncle Sam stops firing his big siege guns on Sandy Hook the children in Coney Island will have no public schools to attend.

Frightened parents are refusing to allow their offspring to attend Public School 109, at West Third Street and Park Place, Coney Island. Cracked ceilings, which daily threaten to fall on the heads of the pupils, is the reason.

The school, it is said, has been in a state of decadence for several years. The second floor is closed, and only the ground floor is used.

Borough President Founds has ordered an investigation. The testing of the guns off the Hook, officials say, raise havoc with the ceilings and plaster.

NEW YORKER LOST IN SWISS AVALANCHE

Henry Hoffmann and 2 Guides Believed to Have Perished.

Berne, Feb. 22.—Advices from St. Moritz say that Henry Hoffmann, forty years old, of New York, is missing and probably has been killed in an avalanche in the mountains near there. Mr. Hoffmann's wife and their daughter, Dulcie, are at St. Moritz.

Mr. Hoffmann left last Saturday for a ski excursion, accompanied by two Swiss guides, who also are missing. Broken ski stocks have been found in the region over which Mr. Hoffmann and his guides are supposed to have gone.

When he returned from a dangerous excursion recently, Mr. Hoffmann, who is said to have been a skilled Alpine climber, was asked where he had been, and is said to have replied, "I was on my cemetery."

SAYS GERMAN BANKS FACE BIG CRASH

Geneva Financier Declares Their Situation Critical.

(By Cable to The Tribune.)
London, Feb. 22.—A dispatch from "The Daily Express" correspondent in Geneva says:

"A banker who has just returned here after spending several months in Germany tells me that the principal banks in the chief towns on the Rhine, and also in Munich and Dresden, are in serious financial difficulties, and some big crashes may be expected within the next three months.

The losses involved will be at least \$100,000,000," the banker added, "and if the war continued another nine months Germany would be ruined financially."

Continued on page 5, column 1

ROBBER SAYS PAL MURDERED MRS. HEILNER

Butler, Caught After Long Chase, Admits Planning Raid.

WOMAN'S JEWELS DIVIDED BY PAIR

Fugitive Taken, by Chance, in Baltimore Describes Killing of Invalid.

(By Telegraph to The Tribune.)

Baltimore, Feb. 22.—Joseph Hanel, the German butler who has been sought throughout the country as the slayer of Mrs. Julia Heilner at her home in Brooklyn last April, is in a cell here. Hanel has confessed his identity, that he robbed the Heilner home, at 217 Albemarle Road, and that he pawned the jewelry stolen—everything, in fact, but the actual killing of his benefactress.

Hanel's arrest was as much the result of a slight chance as was the murder for which he has been sought for almost a year. He was walking on a downtown street near the Gayety Theatre when Fritz Schmidt, who had known him in New York, thought he recognized him. He made certain that he was correct, then called a policeman.

At first, under close questioning by the police, Hanel refused to discuss the case. Then, to escape the annoyance of future sweating, he told a complete story of the happenings on April 23 of last year, when Mrs. Heilner was killed.

His confession is as follows: "My name is Joseph E. Hanel, and I am known also as Joseph Warwick and Joseph R. Pettus, the latter name I have been using in Baltimore. I have been living at 119 West Mulberry Street. Formerly, I lived in New York.

"Until April 23, 1915, I was employed as a butler in the home of Mrs. Julia Heilner, in Brooklyn, N. Y. Before accepting that position I had been living in a lodging house in New York, known as the Seamen's Mission. There I met—(the police will not make public the name of Hanel's accomplice)—who told me he had obtained a position as a butler in the home of Mrs. Heilner, but was not going to accept it.

Planned to Rob Invalid.

"Here are my clothes, you take the job," he told me. I did so, and afterward we planned the robbery of the house. We met several times during the month of my service there, and always discussed the plans for the robbery. Finally it was decided that on the next day the maid was off I was to call my pal and he was to come out to see me. We were then to rob the place.

"On April 23, 1915, the maid took a day off and left about 9 o'clock in the morning. When she had gone I telephoned my pal, and he hurried to the house. I opened the door and let him in. He told me to hide in the pantry, while I went upstairs on the pretense of making the beds, but really to rob the house. While I was up stairs making the beds he called to me, 'It's all right,' this being the signal that everything was O. K. I hurriedly placed all the jewelry in a pasteboard box and came downstairs.

"We separated on the pavement in front of the house and met again at the corner saloon. There my pal told me that Mrs. Heilner had come down stairs and that he had killed her. When he told me this we decided to leave town at once. He did not tell me the details of the murder, but the next day I read them in the papers.

"We went to New York and from there to Philadelphia. The following day we pawned the jewelry in that city. I cannot remember the name I used at the pawnshop. I admit that I planned the robbery and really did it, but I had absolutely nothing to do with the murder of the woman.

"The first I knew of it was when my pal told me. The murder of Mrs. Heilner had never entered into the plans and had never come up for discussion during the arrangements for the robbery.

Hanel is an ex-convict who, on being released from the Eastern Penitentiary, where he had served years for carrying concealed weapons, came to New York and announced himself to be a German reservist. He took advantage of the patriotism of numerous New York Germans and finally was given a position as butler and man-of-all-work in the Heilner home.

One of the incidents of the murder that serve to throw discredit upon his story that a pal committed the actual murder is the fact that he was on the main floor of the house and answered the telephone when Miss Helen Buck, a friend of the murdered woman, tried to reach Mrs. Heilner at the moment that the blow is believed to have been struck.

Miss Buck hurried back to the house, fearing that something had happened. As she neared the house she met Hanel, walking away from the house alone. He wore a collar and a pair of shoes that he had stolen at the house and under his arm was a box in which he carried the stolen jewels. There was no evidence of the presence of an accomplice and there has been no hint of one since until he told his story tonight. For these reasons the police are inclined to discredit that feature of his story until some verification of it can be found.

N. H. OVERTAXED, ELLIOTT PLEADS

Railroad President Says Officers and Men Have Been Under Strain.

Howard Elliott, president of the New York, New Haven & Hartford Railroad, who is in Boston, to attend the hearing before the Commerce Commission on the Sound lines case, later last night made the following statement concerning the Milford wreck:

"The management and men are greatly distressed at the sad accident which occurred near Milford, Conn., on Tuesday morning about 11 o'clock. 'No statement can be made at this time as to the cause. Every facility will be given to the representatives of the Commerce Commission and the Connecticut Commission to obtain the exact facts. The accident occurred on a part of the road where no expense has been spared to perfect the physical facilities.

"The shops of the company have been running on good time for months, and locomotives and passenger equipment kept in good order. The volume of business that the company has been doing since September last has been far greater than ever before in its history, and the facilities of the road have been very severely taxed. Officers and men have been under a great strain in trying to give service, especially since the unusual storm of December, and with the great congestion of freight since then.

"Every effort has been made to encourage officers and men to do their very best with the difficult conditions existing, in the hope that accidents would be entirely avoided. Expenditures for the care of the road, safety and the removal of the great volume of business, as shown by the preliminary figures for January, indicate that with increased gross earnings of \$1,250,000 there were increased expenditures of nearly \$900,000, which, with heavily increasing charges for freight-car hire due to congestion, leaves a very small margin out of the great increase to represent the use of the property.

"That there has been a loss of life of passengers and men is to be deeply deplored, and the sympathy of the management is with the families and friends of those who have suffered."

Tribune Man, Passenger on Express, Tells Story

Woman's Head Driven Through Window and Held by Glass—Lamp Falls, Crushing Another Woman's Skull.

Samuel A. B. Frommer, a Tribune staff reporter, was a passenger on the Connecticut River Express, which was rammed by an accommodation train. He was thrown out of his seat, but escaped with a cut wrist. After rescuing a woman he found a telephone and reported to his city editor in New York. This is his story of the wreck:

By SAMUEL A. B. FROMMER.

Three trains, one of them a long, slow-running freight, left the station at New Haven shortly before 11 o'clock yesterday morning. A gay holiday crowd soon packed the express to capacity. For the comfort of the passengers a trainman shouted that better accommodations might be obtained on the slower train, which ordinarily trails it along the same tracks to New York. At the same time the express puffed out of the station the Bay State Limited, bound for Boston, was panting over its rails just outside of Bridgeport, twelve miles away.

At 11:10 the train, the express, suddenly stopped. It was nothing unusual, and the passengers went on with their reading and contemplation of the snow-bound fields. A minute later I turned the page of a newspaper. I caught a glimpse of the Bay State Limited speeding toward us. Then my vision was cut off by the freight, which had overtaken the express.

There was a crash and I was pitched to the floor. A woman back of me screamed. I turned and saw that her head had been driven through the window and was held by the broken glass. A stream of blood was staining her collar.

"Help me, I'm dying!" she cried faintly. I smashed the rest of the window pane and pulled her out. She fainted. On the floor, underneath the debris of plush seats and broken glass, lay two men and women, were shouting and moaning. In a corner of the Pullman lay a woman, her face white with the stamp of death, her head crushed in by a flying lamp.

"Let's save these women!" cried a man. He pulled back a pile of seats and drew out a whimpering little girl by the arm. Others joined him, grasping at limbs and fingers and masses of tangled hair.

Across the tracks there lay on its side a broken, twisted day coach. Two overturned coal cars of the freight dangled over the embankment, and a sleeper hung against a steel support, which sagged and threatened to permit its burden to topple over into a field twenty-five feet below. Fifteen feet from the wrecked coach, which straddled the rails, the engine of the Bay State Limited poked its steaming nose. The boiler of an engine had been blown into a snow field yards away.

I was the only one near the twisted mass of metal and wood that had been a speeding train. My foot struck against a mass half buried in the snow. It was a man, his clothes ripped from his burned body, his face charred beyond recognition.

Then my eye caught a crawling object, with its head bent to the ground. It was a woman, who raised her head, thrusting out an arm in appeal. Little streams of blood were trickling from cuts in her forehead and scalp.

"Please help me!" she whispered. Two trainmen ran up just then. They picked her up and carried her to where scores of the uninjured were streaming from the cars of the wrecked accommodation and express and the north-bound limited, which had so miraculously escaped by a mere fifteen feet.

I saw a boy, his chest bare and the trousers ripped from his legs, clutch wildly at a chain hanging from the overturned coal car. The coupling of the car had been broken when the day coach went over on it, so that a part of the freight, with the engine, had skidded forward to safety. Another part rested on tracks parallel to the accommodation train, the engine of which had smashed into the rear coach of the express.

Priest Helps Wounded.

A girl, her blond hair clotted with blood, grasped the arm of a trainman and pointed a quivering finger at the overturned coach.

"She's underneath there. She's my friend," she sobbed. "Please save her."

The trainman scowled and walked away. The girl appealed to me. I told her we could do nothing, that we would be forced to wait until a wrecker came to the scene. As I stood talking with her two bodies, almost nude, their faces streaked with mud, were brought up alongside the one my foot had stumbled against.

Father O'Connor, formerly of St. James's Church of New York, came hurrying up and stooped over the slowly heaving bodies. He passed his hand over their faces and bent down his head to catch their names.

"Sanfield," whispered one of them, his eyes closing for the last time. Father O'Connor mumbled a few words and knelt at the side of the next man. A woman, young and pretty, but her face and throat bathed in blood, was brought up alongside of the three men. She smiled faintly up into the kindly face of the priest and lapsed into unconsciousness.

Smoke was coming from the end of the wrecked coach. Little tongues of flame licked at the woodwork and pined leather. I rushed back to the Pullman in which I had a reservation. A young fellow and I passed three

The Sportlight

Sometimes it starts with a breezy, slangy, personal reminiscence; sometimes it's a bit of a poem that has nothing whatever to do with Sport; but always, and whatever it is, it is written in the indefinable but characteristically Grantoldrice style. That's "The Sportlight."

Are you one of the thousands who read it every morning? If not, to-day's a good day to start. Turn to Page 13.

The Tribune

First to Last—the Truth: News-Editorials-Advertisements.
Member of the Audit Bureau of Circulations

Continued on page 7, column 3

Continued on page 7, column 4

Continued on page 7, column 5